CITY INTELLIGENCE For Additional City Intelligence see Elijuh L'age.

THE FERIARS IN COUNCIL.-Last evening there were two important meetings of the Br ther-hood of Fennas in this city. One was held in toe large hall of the Assembly buildings, the object which was to racify and indone the action of the Pittsburg Convention. James Gibbons, Esq., was called to the chair, and John Brennan was chosen

Secretary.
Mr. Gibbons, unon taking the chair, suggested that the audience had not come to listen to speeches, but to learn the duty of the hour. At one time it was a reproach to belong to the hour. At one time it but now everything had changed.

was a reproach to belong to the Reman organization, but now everything had changed. Every man and woman was bound to do their d ty in their peculiar sphere. In they could not up themselves into the contest, they could furn sh the materials by which ireland could be made free.

At the conclusion of his remarks he introduced to the audience Mr. A. L. Morr son of Missour, who spoke in substance as fo lows:—the said he had addressed a meeting some time since in the Assembly Buildings, since which time he ad travelled through a great number of towns in the United States, but a great number of towns in the United States, but a great number of towns in the Child States, but none compared in beauty to Finladelphia. If the Fenians are not in the field at the present time, the responsibility did not rest on him. He was in favor of striking England a blow a long time ago, and now he believed every Irishman ought to have the same thought.

he had been told of Ireland's wrongs when a mere boy, and ever since his mind has been on re venging her wrongs. The day is rapidly approach ing when the trampof the young chivalry will be heard marching after the red-coats. This attempt at Ireland's liberation will be no failure. The speaker knew that plans were consummated, which, when carried out, would not prove a minure. Some days ago a convention was need in Patsburg.

He did not wish to enter in a a controversy over the unhappy state of analys existing in the Brother-hood. He was a mechanic, and did not wish to live off an organization. He came from his home in the far West, promising to be back in ten or twelve days: on reaching Pitanary he was pre-valed upon to address a meeting in the evening, teing told that he could go to Philadelphia, and from there to the East, and from reach Missour, and in taking that road he could do much good in

the Feman cause. -He has attended every Feman Convention except He has attended every Feman Convention except one, but never heard of a plan being submitted which would tend to liberate ire and until hearried in Fittsburg. Here he met the nan with one arm (General bweensy), who presented to Congress his plans fer the carrying out of the cause in which all Femans are interested. These plans are leasted and practicable, and it is impossible for them to fail. He would like to inform the meeting something about the plans, but for reasons he would not. All present may not be Irishmen, neither may they be Americans, but possibly there might be an Englishman in cans, but possibly there might be an Englishman in the assemblage. He would rather tell the ladies pre-sent about the plans than speak openly before the

meeting. General Sweeney, or course, did not com-municate to him the important parts of the plans. They say the American Government is going to send Maximi an out of Mexico; may be the Feeians intend to attack England in that way. Then again, may be they are going to Canada. He was opposed to foreign de-potism, and also to allowing an Englishman to remain on this continent. He would like to see every speck of land from the Hudson to Cape Horn with flars of republics flying. He did not want to see tanada under English rule, but rather that Uncle Sam should have charge of it. When in Washington he addressed a large meeting. There he conversed with a member of Congress, who said he was in favor of sending our privateers to prey on

He heard that from one end of Canada to the other, on the fron ier, there were seven thousand five hundred red-coats. He had also heard tost a regiment of British troops in England were comed principally of Femans, and that the regiment was sent to Canada. He was in favor of all such regiments being sent to a place which he thought Uncle Sam wanted for a kind of cabbage garden in the United States. The English Government have laid their hands on men like Emmett, who love then country and despise her oppressors. Have not the Irishmen something to stimu ate them to action? These men's wives and little ones are calling upon the triends of Ireland to secure men as hostages for

those incarcerated. General Sweeney does not want an immense amount of mosey to carry out his plans. A million of dollars is required to presure a navy. The other faction desire a greater amount. We can seize Eng-land's shipping and send out a lew ships manned by Irish and American satiors, to prey upon her com-

mercy.

The speaker here referred to the deeds of American soldiers, and wound up by saying that a rederal officer had volunteered his services to man the first vessel to be sent out. Re also stated that, in Pitts-burg, the sum of \$69 000 nad been raised. He made an urgent appeal upon the audience for funds to

York, who made a short address.

Several gentiemen in the audience subscribed sums of money, after which the meeting adjourned.

A meeting of the Mahony wing was held at the hall, Twelith and Chesuat streets, Andrew Wynne, District Centre, in the chair.

The Philadelphia, Donovan, Rossa, Brian Boru, Red Hand, No. 2. Irish Wolfe Tone, and Sunburst were represented. A series of resolutions were adopted recommending all the members of the circles represented to use their utmost, immediate and cles represented to use their utmost, immediate and active influence in the sale of the bonds of the Irish Republic, behaving that every sale will hasten the compretion of the work so near at hand, and that it is only requisite for the fr ends of Irish nationality to beautr themselves to accomplish the grand consumpation of they tabors.

mation of their labors.

Also, that all true Irishmen and the friends of Also, that all true Iriahmen and the friends of Irish nationality renew and redouble their exertions in securing the sale of the bonds, the agency being at No. 26 South Third street, under the direct control of the Head Centre, Colonel Soin B. O'Mahony, and supervision of the District Centre and officers of the Fenian Circles of this city, with the assurance that all efforts in this direction will tend to establish, at no distant day, the blessings of liberty on Irish soil.

Encouraging reports were received from military commanders, and the officers of the various Circles reported that the flames of the eld enthusiasm were rekinding and burning brightly under the effects of the flattering tidings from Ireland and the active movements promised at headquarters.

POLICE ITEMS.—Deborah McAndrew, residing in South Water street, had a hearing at the Central Station yesterday, on the charge of receiving stoien goods. Mr. Robert Comly, of the anction firm of J. Perry & Co., No. 136 S. Front street, testified that a barrel of molasses and one of vinegar had been stolen from the pavement in front of their place of business, and Officer Lamon testified that he had found in the cellar of the defendant's house a barrel of molasses and one of vinegar, which had been identified as the property of the firm. He jurther testified that Mrs. McAndrew told him she had bought the melasses from a man now in prison, and that the vinegar she had had in her possession about five months. She was held in \$500 bail for her appearance at the next term of the Court.

A further hearing was had yesterday before Al-POLICE ITEMS .- Deborah McAndrew, re

pearance at the next term of the Court.

A further hearing was had yesterday before Alderman Beitler, in the case or Sallie De Lorne, charged with theits from several houses in which she had been employed as a domestic. It was testified to that articles which had been recovered by the police had been identified by two of the gentlemen by whom she had been employed, but they had not come forward to testify. The accused, who is quite a matroniy looking person, was committed for her appearance at the next term of the Court.

A man of genteel appearance has been committed

A man of genteel appearance has been committed by Alderman Beitler on suspicion of pocket picking. A pocket-book was abstracted in a crowd on Eighth street, near Filhert, and was discovered at the teet

of the accused.

Alderman White he'd Henry Paul to answer the charge of perjury, the allegation being that he swore falsely before Alderman Williams in reference to the amount of a pill.

ACCIDENTS .- Daniel Toole, of Girardville, Pa., while blasting rock in a tunnel, yesterday, was severely injured by the premature explosion of a blast. James Carney, residing in Latayette street, above Ninth, fell from a scaffold, yesterday, at Seventh and Reed streets, and sustained severe injuries. One

of his wrists was broken, and there was a compound Jesse McCarty, residing at No. 1713 Carlton street, fell off a fence, yesterday, and fractured a leg. All of the above were received into the Pennsylvania Hospital.

WHARVES LEASED .- The leases of the following wharves were sold vesterday:—Catharine street wharf, Delaware, \$525 a year; rine street wharf, Delaware, \$600 a year; and Bishop street wharf, Eighteenth Ward, \$65 a year.

INCENDIARISM .- A frame shop on Rittenhouse street, Twenty-second Ward, occupied by David Harmer, was set on fire last evening. The flames were discovered and extinguished before any serious damage had occurred.

SLIGHT FIRE.-The alarm of fire at one o'clock this morning was occasioned by the burning of a shed in the rear of McCiellan street, between Second and Third, First Ward.

THE RAILEGADS ON BROAD STREET. The Committee on Law, or Councils, ast in Select.—
The Committee on Law, or Councils, ast in Select.
Council Chamber last evening, for the purpose of hearing cutizens for and against the act authorizing the improvements on Broad street, and the removal of the railroads from the same

Mr. George L. Buzby, on the part of the Corn Exchange Association, protested against the corn.

change Association, protested against the passage of the act. He said in New York the merchant, after making a fortune, used his means to develop trade and keep up the reputation of the cry for com-mercial greatness; while in Philade phia, as soon as a merchant made money enough to retire from business and keep a mat horse, he lost all interest in her commercial prosperity. He con ended that the railroad on Broad street

was an important one, and should not be removed to accommodate those who desire to have a magnificent drive. By this act, the owners of the property on Broad street are to pay for its embelishment, whether able or not. He considered Broad and Market streets the natural avenues for trade, and if it is driven out, it will be crowded into smaller streets. The trade of the city should be fostered and alrowed to grow, and not cram ed by encreachments upon business streets, for the purpose of beautifying them. He contended that the mea of the projectors of this measure was to commit the city, through Councils and then insist that as the improvement is for the general good, the city should a propriate the money

To show the importance of the roads on Broad

To show the importance of the roads on Broad street, Mr. Buzby stated that during the past three months the following number of cars had passed over the Broad Street Railroad:

Baitimere & Ohio Railroad, 1500 cars, each carrying nine tens, making a total of 13 500 tons. Reaing Railroad, 2252 eight-wheeled cars, carrying 18 000 tons of merchandise, and 12 667 cars, carrying 68,365 tons or coat. Pennsylvania Railroad, 3120 eight-wheeled cars, carrying 25,000 tons of merchandise; besides some 25,000 tons carried in cars belongdisc; lesides some 25,000 ions carried in cars belonging to the West Chester Germantown and Norris-

town Railroads, making an argrogate for three months of 140,000 tons, or 600,000 for a year, conveyed in 50,000 cars.

The cost of getting this freight to the stores by means of this road was about 25 cents per ton, but if the road should be removed, the cost would be 50 cents, creating a tax of about \$300,000 a year upon the reservants. He contended that the perchants cents, creating a tax of about \$300,00 a year upon the merchants. He contended that the merchants could not stand this tax. It would also cut off much of the trade now passing over the Baltimore and Ohio Railroad, because the transportation or freight from Broad and Washington streets to the stores in the centre of the city would be increased double.

Mr. Freeman said he would like to hear it there

Mr. Freeman said he would like to hear it there was any objection to the improvement of Broad street, north of Callowhill street.

W. B. Thomas said Mr. Irvin's mill, on Broad street, would be ruined by removing the road. While his own mill, which is on Willow street, would be improved. He said that the millers in Philadelphia would be compelled to go to New York to purchase wheat, it these efforts to restrict trade in Philadelphia work to the city should be introduced into the heart of the city, Drive business out of Broad street, where will tgo to? There is now a difficulty in traveling on it go to? There is now a difficulty in travelling on Market street, but drive all the trade new on Broad street there, and this difficulty would be greatly in-

creased. Wide streets must be used, because you can-not turn your cars in narrow streets.

The dea seems to be to drive the trade on the west side of the Schuylkill, to accommodate those who have nothing else to do but ride in their carriages. If the trade is driven to the west side of the Schuylkill, the poor man wil have to pay more for his coal and flour. He said, notwithstanding the railroad is now used on Broad street, a large number of hand-some improvements have been made, and so they will continue to crowd upon the portions devoted to trade. He contended that the citizens had a vested right in these railroads, and Councils or the Legislature had no right to remove them. He did not care how many roads were built to bring the trade of the West to Philadelphia, because the greater facilities afforded would reduce the price of everything to con-

Mr. McMuririe said that the bill now before the Committee, if it passed, would entirely cut off three miles of the railroad authorized by the Legislature in N. Broad street. Fnose who have spent their money upon this road ask of Councils to refund the amount expended if this bill should pass

Mr Howard appeared on behalf of those who have petitioned for the passage of the bill. He concended that Broad street should be freed from railroads, and an opportunity afforded persons to improve it, by the erection of costly buildings, etc. The improve-ments north and south of the tracks is an evidence of

what Broad street would become if the bill now before the Committee should become a law. He said that a large majority of the owners of property on the street are in favor of the removal of the rais. Mr. Buzby replied to Mr. Howard, and said that massive facts had been presented in support of the commitmence of the track on Broad street and he had not heard anything from the gentleman who prenot heard anything from the gentleman who pre ceded him to controvert them.

A motion having been made to adjourn, it was objected to by several gentlemen. Colonel Page said that he desired to be further enlightened on the subcarry on the work.

The remarks of Mr. Morrison were very witty, and were received with great appliause.

ject, which was one of too much importance to be acted upon hastily. He had signed the original bill, and should adhere to the principle set forth in it were received with great appliance.
He was followed by Mr. Edward L. Carey, of New York, who made a short address.

Several contismen in the audience subscribed sums would interiere with the interests of trade. It that be so, it is a very important matter. If the continu-ance of the railroad on Broad street will benefit the people by the cheaper transportation of flour and

coal, it is worthy of serious consideration.

Mr. Howard made further remarks, and referred to contemplated improvements of an extensive character, which will be made on Broad street if the A gentleman who owns property on Broad street said that the removal of the tracks will reduce its

while about one-half.

Mr. Shippen made a few remarks on the subject of taxation. He said that the removal of the tracks would lead to the improvement of the street, both north and south, and he was of the opinion that every thousand feet would yield \$500,000 to the revenue of the city.

venue of the city. The Committee adjourned at five minutes after 11

POLYTECHNIC COLLEGE.-The winter examinations upon the courses of the season began yesterday, and are expected to close on Saturday next. After he has finished his written examination, each student of the Polytechnic is also subjected to a separate oral examination. This is a busy week at the College,

SUDDEN DEATH .- The Coroner held an inquest yester day, upon the body of an elderly man named James Hays, who died suddenly at his resi-dence, No. 516 North Front street.

INTERNAL REVENUE.

I NITED STATES REVENUE STAMPS,

UNITED STATES REVENUE STAMPS. PRINCIPAL DEPOT,

No. 304 CHESNUT STREET. CENTRAL DEPOT,

No. 103 S. FITTH STREET, (One door below Chesnut.)

ESTABLISHED 1862.

REVENUE STAMPS of every description constantly on hand, and in any amount.

Orders by Mail or Express promptly attended to. United States Notes, Drafts on Philadelphia or New York, or Current Funds received in pay-

Particular attention paid to small orders. The decisions of the Commission can be consulted, and any information regarding the law cheerfully

The following rates of discount are allowed :-On all orders of \$25, two per cent. discount. On all orders of \$100, three per cent. discount. On all orders of \$300, four per cent. discount. All orders should be sent to

HARDING'S STAMP AGENCY

No. 304 Chesnut Street,

PHILADELPHIA.

AMUSEMENTS.

KISLEY'S CONTINENTAL NEWS
EXCHANGE.
Choice Seafs to all places of Amusement may be had
up to the o'clock any evening. CHUICE SEATS AND ADMISSIONS,—
Tickets can be had a 17

FROGRAMME OFFICE.

No. 631 CHIENLY Street, opposite the Pos tomes, for the Chesnet, Arch., Wilnut, and Academy of Music up to 6 o'clock, every evenus.

PERELLI AMATEUR OPERA-CONCERT FRIDAY EVENING March 2.

MARIA DI ROHAN.

by Mr. Perelli's pupils, with new woenery, dresses, etc.
Season tickets, admitting one gentleman and two
ladies for the remainder of the season, \$8; single tickets
each, \$1.50; to be had at Mr. Perelli's rooms, No 1228
(Lesnut street, to-day from 24 to 4 P. M., and on
Friday from 9 A. M. to 4 P. M.

No tickets disposed of at the door.

3 1 2t

CHESNUT STREET THEATRE,-LEONARD GROVER & WILLIAM E. SINN, LOSSOS A BRILLIANT SUCCESS!
SECOND WEEK OF
THE IUE WITCH.
THIS EVENING.

THIS EVENING,

will be repeated

THE GREAT BIT OF THE SEASON!

The mannifers seemle Drama, in tour acts,

THE ICE WITCH;

OR.

THE ICE WITCH;

THE ICE WITCH;

OR.

THE ICE WITCH;

OR.

THE ICE WITCH;

OR.

THE ICE WITCH;

OR.

THE ICE WITCH;

THE ICE WI Doors open at 6 45. Curtain rises at 7.45

MRS. JOHN DREWS NEW ARCH STREET

MRS. JOHN DREWS NEW ARCH STREET

THEATRE. Begins at 7% o'clock

EXTRAORDINARY SUCCESS OF "SAM."

SECOND WEEK OF MR. CHANFR AU.
AS "BAM." YOU KNOW, YOU KNOW,
Alded by OLIVE LOGAN, C. T. PARSLOE, and
the author DE WALDEN.

MONDAY NIGHT, AND EVERY NIGHT

"SAM." "SAM." "SAM."
"SAM." "SAM." "SAM."
"SAM." "SAM." "SAM."
"SAM." "SAM." "SAM."

Sam. Mr. CHANFRAU
Leurs. OLIVE LOGAN
Dick, Sam's Tiger. C. T. PARSLOE
Bill Crockett. DE WALDEN
General Bosiyn. Mr. F. F. Mackay
James Plushiey. Owen Mariowe
Miss Euphemia Bosiyn. Mrs. T. A. Creese
Enilly Cropley.

FRIDAY—BENEFIT OF CHANFRAU.
TO NIGHT—CHANFRAUS "SAM."

***TALNUT STREET T. H. E. A. T. R. E.—N. E.

WALNUT STREET THEATRE.-N. E. corner NINTH and WALNUT Streets. Begins at The last nights of the brilliant magement of MR. J. S. CLARKE

MR. J. S. CLARKE

ARE drawing near.

THE MEMBER FROM PIKE.

THE MEMBER FROM PIKE.

CLARKE

In his great character of

THE CONGRESSMAN FROM THE BACK WOODS.

Mr. CLARKE as.

Dickey sharp in the new and successful Comedicts of

DICKEY'S WOOLNG.

To conclude with Buckstone's masterpiece, the thrilling

Drama of

THE WRECK ASHORE.

FRIDAY-A BILL OF GREAT VARIETY, for the benefit of MR. J. S. CLARKE.

MR J. S. CLARKE.

NEW AMERICAN THEATRE—
WALNUT STREET. ABOVE EIGHTH
BEST ENTERTAINMENT IN THE CITY.

EVERY EVENING.
AND ON WEDNESDAY AND SATURDAY AFTERNOONS.
SPLENDID BALLETS. BRILLIANT COMEDIES.
Laughable Burlesques, Humorous Farces,
Delightun Bal ads.
Comic Fantomimes,
GENIUS-NOVELTY-MERIT.
Amusements of all nations combined. Star Dramatic
Company. Grand Corps de Ballet. Ethiopian and
Pantomime Corps.
Evening-Doors open at 70 clocks; companyers at 700.

Company. Grand Corps de Ballet. Ethiopian and Pantomime Corps.

Evening-Doors open at 7 o'clock; commence at 7 30.

FOR THE ACCOMMODATION OF LADIES AND FOR THE ACCOMMODATION OF LADIES AND Windows will be given every Wednesday and Saturcay atternoons. Boors open at 2 o'clock; commence at 2 30.

ERILLIANT ARRAY OF ARTISTIC TALENT.

SIGNORA JOVETTA, THE GREAT ITALIAN DANSEUESE.

Mr. J. W. Smith and his grand Corps-de-Ballet, Mr. G. Johnson, Mr. R Butler, Mr. S. Hemple, Mr. J. Pligim, the Sou'h American Brothers, Mr. W. H. Mathews, Mr. J. M. Mortimer, Mr. H. Keily, Mr. J. Keegan, Master Barry, etc.

NEW PHILADELPHIA MUSEUM, NO. 833

MARKET Street.

EXTRAORDINARY ATTBACTION.
EXTRAORDINARY ATTBACTION.
EXTRAORDINARY ATTRACTION.
WILD AUSTRALIAN CHILDREN.
WILD AUSTRALIAN CHILDREN
THE MAMMOTH BABY, THREE YEARS OLD.
THE MAMMOTH BABY, THREE YEARS OLD.
WEIGHING ONE HUNDRED AND THIRTY-TWO
AND A-HALF POUNDS. And one thousand other LIVING CURIOSITIDS.

COSTUMES! COSTUMES A splendid assoriment of

COSTUMES AND PROPERTIES. FOR MASQUERADES,

Are offered to the attention of the bail-going public at this gay and festive season, at the COSTUMERY. Of twenty-five years' establishment,

No. 917 RACE STREET, North Side. Every effort will be made to please the taste of those who attend the Carnival Balls of the Season.

W. C. DESMOND, No. 917 RACE Street A CADEMY OF FINE ARTS, CHESNUT Street, above Tenth. Open from 9 A. M. till 6 P. M. Benjamin West's great Picture of GHRIST REJECTED

still on exhibition 6 RMANIA ORCHESTRA.—PUBLIC RE-hearsals every SATURDAY AFTERNOON AT MUSICAL FUND HALL. 3% o'clock. Engagements maceby addressing GEOBGE BASTERT, Agent. No. 1231 MONTEREY street, between Race and Vine. 1 16 3m

HATS AND CAPS.

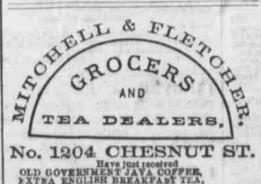
M P L OF

FASHION.

Small Profits. Quick Sales. HATS AND CAPS. NEWEST STYLES.

LOWEST PRICES IN THE CITY,

BOURNE, No. 40 N. SIXTH STREET. 128tuth:3m*



EXTRA ENGLISH BREAKFANT TEA, SUPER MARYLAND BAMS, FINE DRIED BEEF AND TONGUES.

t to dm

WATCHES AND JEWELRY

LEWIS LADOMUS. DIAMOND DEALER & JEWELER WATCHES, JEWELRY & SILVER WARR, WATCHES and JEWILLEY REPAIRED. 802 Chestnut St., Phila

Bas just received a large and splendld assertment of LADIES' GOLD WATCHES, Some in plain cases, others beautifully enamelled and engraved, and others inlaid with diamonds.

Purchasers wishing a

HANDSOME LADIES' WATCH Will do well to call at once and make a selection. Prices moderate. Al. watches warranted.

GENTLEMEN'S AND BOYS' WATCHES, IN GOLD AND SILVER CASES. 224

WATCHES, JEWELRY, &c.

MUSICAL BOXES.

A full assortment of above goods constantly on hand at mode ate prices—the Musical Boxes playing from 2 to 10 beautiful Airs. FARR & BROTHER, Importers,

No. 824 CHESNUI STREET, Below Fourth. CHOICE HOLIDAY GOODS.

Large and handsome assortment of COLD AND SILVER WATCHES

DIAMONDS, JEWELRY, SILVER AND PLATED WARE CLOCKS, BRONZES, ETC. CLARK & BIDDLE,

Successors to Thomas C. Garrett, No. 712 CHESNUT STREET, RICH JEWELRY

JOHN BRENNAN,

DEALER IN DIAMONDS, FINE WATCHES, JEWELRY No. 18 S. EIGHTH STREET, Philada.

HENRY HARPER, No. 520 ARCH STREET Manufacturer and Denler in Watches,

Fine Jewelry. Silver-Plated Ware, AND Solid Silver-ware.

COAL. COAL! COAL!!

BEST QUALITIES OF COAL

AT LOWEST MARKET RATES,

ALTER'S COAL YARD.

NINTH STREET,

BELOW CIRARD AVENUE. BRANCH OFFICE CORNER OF SIXTH AND

SPRING GARDEN STREETS. JAMES O'BRIEN. DEALER IN

LEHIGH AND SCHUYLKILL COAL. BY THE CARGO OR SINGLE TON.

Yard, Broad Street, below Fitzwater. Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the

public generally.
Orders left at No. 205 S. Firth street, No. 32 S.
Seventeenth street, or through Despatch or Post
Office, promptly attended to
A SUPERIOR QUALITY OF BLACKSMITHS
COAL.
785 ROBERT P. BENDER.

COAL DEALER, S. W. CORNER BROAD AND CALLOWHILL STREETS,

PHILADELPHIA. None but the best WEST LEHIGH, all sizes, from the

Greenwood Colliery, on hand, and for sale for CASH Also, ENGINE, HEATER, AND FURNACE COAL.

CARPETINGS, &c

CARPETINGS. A LARGE STOCK OF PHILADELPHIA MANUFAC URE,

In store and constantly receiving, AT VERY LOW PRICES. GEORGE W. HILL.

2 1 thatusm No. 126 North THIRD street.

RAILROAD LINES. ORANGE AND ALEXANDRIA RAILROAD.

On and after MONDAY, February 12, two daily trains will run between Washington and Lunchburg connecting at Gordonsville with Virginia Central Rall connecting at Gordoneville with Virginia Central Railroad trains to and from Richmond, as follows:—

MAIL TRAIN,

Leave Washington daily (bunday excepted), at 6*45

A. M., and arrive at Lynchburg at 5*45 P. M.,

Leave Lynchourg at 7 A. M. and arrive at Washington at 5*25 P. M.,

EXPRESS TRAIN,

Leave Washington daily (including Sauday) at 6*05 P.

M. and arrive at Lynchburg at 6*00 A. M.

Leave Lynchburg at 6*30 r. M. and arrive at Washington at 6*10 A. M.

Both trains making close connections at Lynchburg ton at 6 lo A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars will be attached to the night trains.

rains.

The road is attractive, not only for its comfor able accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run, Manassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orange, and Gordensville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baltimore, and at the offices of the road in Washington and Alexandria.

W. H. McCAPFERTY, General Superintendent.

THE STAMP AGENCY, NO. 304 CHESNET AS HERET, ABOVE THIRD WILL BE CONTINUED AS HERETOFORE.
STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND, *ND IN ANY AMOUNT II

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTINGRE BAILBOAD.

TIME TABLE.—Commencing MONDAY. January 8
lets.—Trains will leave Depot, corner of BROAD street
and WASHINGTON Avenue. as follows:—
Express Train at 65 A. M. (Nondays excepted), for
Baltimore and Washington, stopping at Wilsaington,
Petryvil c. Havre-de-Grace Aberdeen, Petryman's,
Mayholia and Stammer's Run.
De aware Refroad Train at 815 A. M. (Sunday excepted., for Salisbury, Milford, and Intermediate
stations. De aware Be'road Train at 8 15 A. M. (Sunday excepted), for "Saiisbury, Milford, and intermediate stations.

Way Mail Train at 9 15 A. M. (Sundays excepted), for Baitimore Stopping at Chester, Thurlow Linwood, Claymout, and all regular stations between Whinington and Habitmore.

Lapress Train et 2 45 P. M. (Sandays excepted), for in the formal Mail Mail Market, and Chester Claymout, Wilmington, Newark Etton North-east Privyrie. Havre of Grace, Aberdeen, Perryman's Magnots and Stemmer's Rus.

Night Express at 11:15 P. M. for Baitmore and Washington, Stopping at Chester Thurlow, Linwood, Casmont Wilmington, Newark, Elk.on, North East, Perryvil is and Havre de Grace.

Perryvile Have de Grace, Aberdeen, Perryman's Megnots and Stemmer's Rus.

Night Express at 11:5 P. M. for Baitmore and Will take the 9 15 A. M. Train.

** an additional accommodation for those holding through lickets for Baitmore, Washington and Southern points, a Special Car will leave the Philadelphia hepot at 11:30 A. A., connecting at Gray's Ferry with the Morning Pypers Train from New York.

WILMIS GTON A COOM s OOD ATTON TRAINS Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 8 15 and 11:15 A. M., and 3:30,

Wilmington, at Stations between Philadelphia and Leave Philadelphia at 8 15 and 11 15 & M., and 3 29, 5 00, and 7 00 P M. The 3 30 P. M. train connects with Delaware Rairroad for Militera and Intermediate stations. Leave Wilmington at 7 00, 8 15, and 9 30 A. M., and 2 00 and 5 00 P M.

Leave Witnington at 7-90, 8-15, and 9-30 A. M., and 2-00 and 5-50 P. M.

Tains for New Castle leave Philadelphia at 8-15 A. M., 3-20 and 3-50 P. M.

THROUGH TRAINS FROM BALTIMORE.

Leave Witnington at 1:-20 M., and 4-20 and 9-50 P. M., (HIS-ER FOR FHIL: DELFHIA.

Leave Chester at 8-91, 8-58, and 10-14 A. M., and 12-35, 3-43, 5-61, 5-64, and 10-20 P. M.

FIG. M. BALTIMORP TO PHILADELPHIA.

Leave Baltimore 8-25 A. M., Way Mall; 1-10 P. M., Express; 6-35 P. M. Express, 2-30 P. M. Express, An Accommodation Train for Havre-de-Grace and intermediate stations will leave Baltimore at 4-10 P. M.

7 HAINS FOR BALL IMORE

1. cave (hester at 852 A. M. 3-23, and 11-50 P. M., and 4 P. M.)

SUNDAY TRAINS.

Express Train at 446 A. M. for Baltimore and Washington, Stoppling at Wilmington, Perryville, Havro-de-Grace, a berdeen, Perryman's, Magnolia, and Stemmer's Eun. Grace, a berdeen, Perryman's, Magnolla, and Stemmer's Hun.

Night Express II 15 P. M., for Baltimore and Washington, stopping at Chester. Thur ow Linwood, Claymont, Wimington Newark, Eliton, Northeast, Perryville, and Havre-de-Grace.

A special train will leave Philadelphia for Wilmington for intermediate stations at 9 P. M.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9 2 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Eliton and Newark (to take passengers or Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

A special train will leave Wilmington for Philadelphia and intermediate stations at 6 39 P. M.
Freight train, with passenger car attached, will leave Wi mington for Persyville and intermediate s ations a '04 P. M.
H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD PENNSYLVANIA CENTRAL RAILROAD WINTER ARRANGEMENT.

The irains of the Pennsylvania Central Railroad isave the new Depot, at Thirtie's H and MARKET Streets. The cars of the Market Street Passenger Railway run to and from this Depot They leave Front street every two minutes, commencing one hou previous to the time of departure of each Train and allow about to the time of departure of each Train and allow about to the time of earties of each Train and early and each Train, and connections are used with a roads crossing Market street.

On Sundays—Cars leave Eleventh and Market street at 645 P. M. to connect with Pilisburg and Frie Maf and at 10 25 P. M. with Philadelphia Express.

Mann's Baggage Express is occased at No.31 S. Elevent: street, Parties desiring Baggage taken to the trains can have it done at responsible late upon application to him TRAINS LEAVE AND ARRIVE AT DEFOT, THUS: Frie Fxpress.

contract
1BOMAS H. PARKE Ticket Agent at the Depot.
Ah Emigrant Fran runs dally (except Sunday). For

NORTH PENNSYLVANIA RAILROAD,—
Depot, THIRD Street above Thompson.
For BETHLEHEM, DOYLFSTOWN, MAUGE
CHUNK, EASTON, WILLIAMSPORT, and WILKE'S
BARR.
At 730 A. M. (Fxpress), for Bethlehem, Allentown
Mauch Chunk, Hazleton, Williamsport, and Wilkeybarre. Mauch Chunk, Hazleton, Williamsport, and Wilkerbarre.
At 2:30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M.
At 5:15 P. M., for Bethlehem, Allentown, Mauch Chunk, Danville and Williamsport.
For Doviestown at 8:25 A. M., 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 8:25 A. M. and 10:02 A. M., and
6:15 P. M.

FRANCIS FUNK No. 137 Dock Street

Leave Bethlehem at 6°25 A. M. and 10°37 A. M., and 10°37 A. M., and 10°37 A. M., and 10°37 A. M., and 5°30 P. M.
Leave Lancdaic at 6°10 A. M.
Leave Fort Washington at 10°50 A. M., and 2°15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.,
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7°29 A. M.
Bethlehem for Philadelphia at 4 P. M.
Through Tickets must be procured at the ticket offices
CHIRD Street, or BERKS Street.

ELLIS CLARK. Agent

REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Ealiroads. Increased despatch.

THE CAMJEN AND AMBOY RAILROAD AND TRANSFORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 5 o'clock P. M., daily (Sundays excepted).

Freight must be delivered before 4N P. M., to be for warded the same day. Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton. Frinceton. Kingston. New Brunswick, and all points on the Camden and Amboy Raillroad; also, on the Belvidere, Delaware, and Flemington; the New Jersey, the Freshold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Philipsburg with the Lehigh Valey Railroad, and at Manun kachunk with all points on its Delaware. Lackawanna and Western Railroad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jersey Central Bellroad and at Newark with the New Jersey Central Bellroad and at Newark with the Morris and Essex Railroad.

A shy memorandum, specifying the marks and numbers shippers and consignees must, in every instance, be sent with each load of goods or no recept will be given. Increased facilities have been made for the transportation of Live Stock. Drovers are invited to try the route When stock is furnished in quantities of two car-loads of more, it will be delivered at the froot of Fortieth street, near the Brove Yard, or at Pier No. 1 York river as the shippers may designate at the time of shipment. For terms, or other information, apply to WALT'R FREEMAN. Fielpht Agent.

DHILADELPHIA, GERMANTOWN, AND

PHILADELPHIA, GERMANTOWN, AND NORMISTOWN RAILROAD.
On and atter WEDNESDAY, November 1st, 1865, unit

A NORRISTOWN RAILROAD.
On and atter WEDNESDAY, November 1st, 1865, unit Further Notice.

Further Notice.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A, M., 1, 2, 3, 10, 33, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 7%, 8, 8, 20, 9, 10, 11, 12 A, M.

1, 2, 3, 4, 43, 6, 63, 7, 8, 9, 10, 11 P, 20, 2, 10, 11, 12 A, M.

2 he s 26 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

Leave Philadelphia 9, 10 A, M., 2, 7, 10%, P, M.

Leave Philadelphia 9, 10 A, M., 2, 7, 10%, P, M.

Leave Philadelphia 6, 10, 12 A, M., 2, 3, 3%, 5%, 7, 9 and 11 P, M.

Leave Chesnut Hill 7-10 minutes, 8, 940, H-40 A, M.

40, 3-40, 5-40, 6-40, 8-40, and 40-40 minutes P, M.

Leave Philadelphia 9, 10 minutes, A, M., 2, and 7, P, M.

Leave Philadelphia 9, 10 minutes, A, M., 2, 40, 40, and 9-25 minutes, B, 40, 40, and 9-25 minutes, B, 40, 11, 3, 3, 4, 5%, 6%, 8-65 minutes, H-90, A, M., 18, 3, 5%, 5%, 6%, 8-65 minutes, and 113 P, M.

1-eave Notristown 5%, 7, 750, 9, 11 A, M., 1%, 4%, 8, and 8 P, M.

10 5 %, P, M. train will stop at School Lane Wissalicken, Manayunk, Spring Mil, and Conschede cally

8 P. M.
The 5% P. M. train will stop at School Lane Wissahickon, Manayunk, Spring Mill, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2M, and 7 P. M.
Leave Norristown 7 A. M., and 5 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 835 minutes, 11-05 A. M., 18, 3,
48 5 M, 68, 845, and 11 P. M.
Leave Manayunk 68, 74, 8 20, 0 M, 11 M, A. M., 2, 5, 6 M
68 P. M.
ON SUNDAYS. Leave Philadelphia 9 A. M., 25, and 7 P. M.
Leave Manayank 75 A. M. 55, and 8 P. M.
W. S. WIL-ON. General Superintendent.
Depot NINTH and GREEN Streets

RAILROAD LINES. READING RAIL ROAD,
GREAT TRUNK LINE
FROM FHILADELPHIA TO THE INTERIOR OF
PENNSYLV NIA THE SCHUYLKILL,
SWSQUEHANNA CUMBERLAND,
AND WYOMING VALLEYS,
AND NORTH, NORTHWEST, AND THE CANADAS,
WINTER A PAN GEMENT OF PASSENGER TRAINS,
Leaving the Company's Depot, at THIRTERITH
and ALLOWHILL Streets Philadelphia at the followlog hours,—

ALLOW HILL Streets Philadelphia at the following house.—

MORNING MAIL

At 8-66 A. M. for Reading, Lebanon Warisburg, Pottaville, 'Pinegrove, Tamaqua, Sunhusy, Williamspori,
Eimiba, liochester Nisgara Falls Bit. 16 Allentown,
61 kesharre, Pittaton, York, 'aritale 'han bersburg,
Usarestown etc. etc.
his rain connects a READING with 'he Rast Pan
ayivana Rairond trains or Alentown, 6.0, and with
the Letagon Valley train for Harrisburg 165.1

GRI GLIN ON with Catawissa Hailron trains
Williamsport, Lock Havet, Eimi a etc; at 11 H

Williamsport, Lock Havet, Eimi a etc; at 11 H

Williamsport, Lock Havet, Chambersburg, 165.

Williamsport, Centra, umberland Valley
and Schujikii, and Susquehanna trains for 'noumberland Williamsport, Yerk, Chambersburg, Pinegrove, 6.0.

in le land will amsport. The RESE grave, e.c. AFFERNOON FXFRESS Leaves Palle ceipha a. 2 & F. M., for Teading, or istic, it, is the seading and to unbus Railroad train for Columbia etc. and with the unbus Railroad train for Milton. Will amsport, Planta Lufaio, etc. in a wise a Rairono frain for Milton. Williamsport. Emina, Buffalo, etc.

READING AC OMMODATION.

Leaves Reading at 6:30 A. M., stopping at all way actions arrives in Philacephia at 9:35 A. M.

Re utribug, leaves Phi adelphia at 9:35 A. M.

Reading as 7:50 P. M.

Trains for Philadelphia: have Harrisburg at 725 A. M., and Potsylie at 8:35 A. M., arriving in Philadelphia at 1:45 P. M. Alternoon Talks leave Harrisburg at Philadelphia at 7:55 P. M.; arriving at Philadelphia at 7:55 P. M.; arriving at Philadelphia at 7:55 P. M.; arriving at Philadelphia at 7:55 P. M.

Market train with a Passer ger car attached leaves Philadelphia at 2:45, mean for Reading and all way stations; leaves Reading at 1:30 A. M., and Downington at 12:35 P. 5. P. In adelphia and all way stations.

All the above trains un daily, Sundays excepted.

All the above trains and ally Sundays excepted.
Sunday trains have Pottsville at 8-00 A. M., and Philactle phin at 3-15 P. M.

Passengers for Downingtown and informediate pointake the 5-00 A. M. and 4-20 P. M. trains from Philadelshin, returning from Downington at 7-05 A. M. and 220 Near. phia, returning from Downington at 705 A. M. and 2750 Neon.

NEW YORK EXPRESS FOR FITTSBURG AND THE Leaves New York at 9:00 A. M. and 8:00 P. M., passing Reading at 10 A. A., and 1:48 P. M., connecting at Bistries-burg with Premsylvania and Northern Central Retires of Express Trains of Pittsburg, (bicago, Williamsport Elmira, Ealtimore, etc.

Re unning, Express Train leaves Barrisburg on arrival on Pennsylvania Express from Fittsburg, at 3 and 9:06 A. M., passing Reading at 4:98 and 10:52 A. M. arriving at New York at 10 A. M. and 2:45 P. M. Siceping Ca accompanying these trains throng retween Jerrey City and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1:45 P. M. Mail Train for New York leaves New York at 12 Noon.

Schullen L. Valley Paul Poace.

P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

Behuvletile Valley Railroad.

Trains leave Petisvile at 645 and 1:60 A. M., and 7:1 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 1:15 P. M.

St. Buyletile And Susquehanna Railroad.

Trains leave Auburn at 7:35 A. M. for Pinegrove and Herisburg, and at 1:50 P. M. for Pinegrove and Tremont; returning from Histriburg at 4:00 P. M. and from Tremont at 7:00 A. M. and 6:00 P. M.

Through first class tickets and emicrant tickets to all the principa points in the North and West and Canadas.

The following ticke are contained only at the Office of 5 Brasford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.

A. 25 per cent discount, between any points desired,

A 25 per cent discount between any points desired, for amides and tirus
MILEAGE TICKETS,

Cood for 2000 miles, between all points at \$52.50 each, for tandles and gims

SEASON TH KETS,

Fo three six nine or twelve months, for holds only, to all points at renced rates

CLI RGYMEN

CLI RGYMEN Residing on the line of the road will be carnished with cards, enti-ling themselves and wives to ticked at halffare

EXCURSION TICKETS,

From Phi adephia to principal stations, good for study. Sunday and Monday at reduced fare, to be had only a the Ticket Office at Thirteenth and Callow-hill streets.

PREIGHT. Goods of al descriptions forwarded to all the above points from the Company's New Freight Depot, Bread and Willow streets
FREIGHT TEAINS.

Leave Philadelphia daily at 5-30 A. M., 12 45 noon and 6-61 M for Reading Lecanon, Harricourg Pottsville, Port Clinton and all points beyond.

MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and or all principal Stations only at 2-15 P. M.

OR NEW YORK.—THE CAMDEN AND Amboy and Philadeiphia and Trenton Railroad Company's lines
FROM PHILADELPHIA TO NEW YORK
and way piaces, from Wainut street whan, will leave as follows viz.:—
FARE officers viz.:-

commodation (Freight and Passenger), 1st class ticket. 2-25
2d Class Ticket. 1-50
At 6 and 10 A. M. 2 and 5 P. M., for Mount Holly, Ewansville, Pemberion, and Vincentown; at 6 A. M., and 2 P. M., for Freehold.
At 6 and 10 A. M., 12 M., 3-30, 5 6, and 11-30 P. M., for Palmyra, Riverton, Delanco, Eeverly, Edgewater Burlington, Florence Bordentown etc. The 1st A. M. and 5 P. M. lines run direct through to Trenton
LINES FROM KENSINGTON DEFOT WILL LEAVE AS FOLLOWS:
At 11 P. M. (30 and 6 45 P. M., via Kensington and Jersey City Expess
4 19 P. M. (Night) via Kensington and Jersey City Expess
2-25 Express. 2.26 The 6-45 P. M. Line will run dally. All others Sundays

The 6-45 P. M. Line will run daily. All others Sundays excepted.

At 7-36 and Il-15 A. M., 3, 3-20, 4-30, 5 and 6-45 P. M., and 12 Midnight, for Bristel Trepton, 62.

At 7.4 M., 19-50, 3, 5 and 6 P. M. for Cornwells, Torrisdale, Ho mesburg. Tacony. Wisshomling. Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations.

BELVIDERE DELAWARE RAILROAD, For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Depot as follows:—

At 7-30 A. M. and 3-30 P. M.

LINES FROM NEW YORK FOR PHILADELPHIA, Will leave from foot of Cortland street.

At 7 and 10 and 11-5 A. M., 6 P. M. and 12 Night, via Jersey City and Rensington.

From Pier No. 1 North river, at 6 A. M. and 2 P. M., via Amboy and Camden.

At 12 M. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden.

Jan. 15, 1866. WILLIAM H. GATZMER, Agent. WEST JERSEY RAILROAD LINES,-

Daily, except sundays
FALL AND WINTER ARRANGEMENT.
Commencing WEDN-ENDAY, November 15, 1885.
For Bridgeton, Salem, and all Stations on West Jersey
and Salem Bailroads, at 9 A. M. and 3-30 P. M.
Fo. Millylle and all intermediate Stations, at 9 A. M. md3). M. For (spe May and intermediate Stations at 9 A. M. to Millville, connecting with Erelght Train Passenger Car attached for Cape May, due 3:45 P. M., and 3 P. M., through Passenger one 8 P. M.

For Glassboro and intermediate Stations, at 9 A. M., and 33 P. M.

For Woodbury, Gloucester, etc. at 9 A. M., 3, 3 30 and 5:50 P. M. For Woodbury, Gloucester, etc. at 9 A. M., 3, 3 30 and 5 30 P. M.
Freight train will leave Philadelphia, from Sandford's wharf, at 10 A. M., and Camden at 12 M.

THE WEST JERSETY EXPR. SE COMPANY will attend to all the usual branches of express business, receive, deliver, and forward throughtful the responsible Express Companies, to all parts of the country, any article intrusted to them.

A Special Messenger accompanies each through train. Office, No 5 Wannut street.

Office. No 5 Wannut street

1865 —PHILADELPHIA AND ERIE
RAHLROAD.

This great line travenes the Northern and Northwest counties of Pennsylvania to the city of Fric. on Lake Sile. It has been leased and it is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGLATRAINS AI PHILADELPHIA.
Arrive Eastward—Frie Mail Train 1700 P. M.
Eric Express Irain, 720 P. M.
Leave Westward—Eric Mail Train, 720 P. M.
Eric Express Irain, 720 A. M.
Passenger cars run through on the Eric Mail and Express Trains without change, both ways, between Philadelphia and Eric.

N. W. YOHR CONNECTION.
Leave New York at 600 P. M., arrive at Eric at 3.77 A. M. Leave Eric at 1.75 P. M., arrive at New York 1.5 P. M., No change of cars between Eric and New York.
I legant Sleeping Cars on all Night Trains.
For information respecting passenger business, apply at THIRTIPTH and MARKET Streets, Philadelphia.
And for freight business of the Company's Agents—S. B. Kingston, Jr., corner THIERTEW—W. A side Va. R. KET Streets, Philadelphia; J. W. Reynolds, Eric; William Brown, Agent, S. C. L. - Ealtimore.
H. R. HOUN', ON, General Ticket Agent, Philadelphia, H. W. GWINNER, General Ticket Agent, Philadelphia, H. W. GWINNER, General Ticket Agent, Philadelphia, H. W. GWINNER, General Ticket Agent, Philadelphia, H. B. W. GWINNER, General Sunerintendent

FLAGS, FIREWORKS, &c.

T. J. McGUIGAN. Importer and Wholesale Dealer in FANCY GOODS, NOTIONS, ETc.

FIREWORKS, FLAGS, Etc MATCHES AND BLACKING, NO. 2 STRAWHERRY STREET,
First Street above Second between Market and Chesnut
PHILADELPHIA.